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### CHINESE NEWS.

[ASIATIC NEWS-AGENCY.]

#### AN ALLEGED FOREIGN LOAN.

It is authoritatively reported that there is not a particle of truth in the report which has been printed in certain foreign and vernacular papers concerning an alleged loan of fifty million dollars by American bankers to the Chinese Government. As a matter of fact, the Government, although financially hard pressed, is heroically sustaining itself without the assistance of both foreign and native bankers and capitalists. According to the reports of General Banzai from Tokyo, the Japanese Industrial Bank, the Bank of Chosen and the Bank of Taiwan, have agreed to the postponement of the repayment of their loans to the Tuan Chi-jui Cabinet for "industrial" purposes, so that there is no necessity for China to borrow American money to refund the Japanese creditors, which is alleged to be the object of the rumoured American loan of fifty millions.

#### FOREIGN MORTGAGES ON PROPERTY IN HUPEH.

At a special session of the provincial Assembly of Hupeh recently members discussed the ownership of the famous Hsiangpiashan iron mines—whether they belong to Peking or to the provincial government of Hupeh—and also the reported mortgage of German and Austrian properties in Hankow and Wuchang to Japanese. After prolonged discussion, the members came to the conclusion that the Hsiangpiashan iron mine belongs to Hupeh, and that in case the Central Government wish to mortgage it to Japanese, Americans or any other foreign capital, they must first acknowledge the heavy debt of the Government Mining Bureau, totalling about twenty million dollars. Regarding enemy property in Hupeh, the Assembly wired to the Peking Government asking for an explanation of the reported mortgage to Japanese for three or four million dollars. The members of the Assembly are of opinion that if the report turns out to be true, many valuable positions in the former German concession in Hankow and other places will fall into the hands of "sharp and crafty Japanese," who might utilize them for other than commercial purposes in view of the presence of the Japanese troops in Hankow, and they are determined to oppose the deal in every possible manner. The Chinese Students' Association in Wuchang, Hankow and Hanyang support the resolutions of the Provincial Assembly and the merchants in Hankow also oppose the transfer of German and Austrian properties to Japanese or other foreigners without their previous concurrence.

#### ARAB AND AFGHAN MOSLEMS AT MUKDEN.

On the morning of March 21st, a party of Arab and Afghan Mohammedans, headed by a certain Arab Duke, moved into a Japanese hotel within the zone of the South Manchuria Railway. The Chinese authorities evidently knew nothing about the visit of the Mohammedan party and no attention was paid to its movements. Under the guidance of two Japanese officials, who accompanied the Mohammedans from Central Asia to South Manchuria, the party left Mukden for Japan, via Korea, on March 23rd. The objects of the Mohammedans are reported to be, first to seek the co-operation of Japanese Mohammedans, and then to establish a "Universal Mohammedan Association" with its headquarters in Tokyo, to work for the ultimate unification of all the Mohammedan races into a big alliance under Japan's protection. The scheme is attracting great deal of attention among the Chinese Mohammedans.

#### THE BOXER RINGLEADER.

Concerning the return of ex-Prince Tuan, Boxer ringleader of 1900, the Wai-chiao Pu has received an official Note from the Spanish Minister, as Doyen of the Diplomatic Body, declaring Tuan's return to Peking to be a violation of the 1900 treaty, and requesting that he should be sent back to his original place of exile with as little delay as possible, especially in view of the many rumours about the revival of the monarchical movement in the country. The Note of the Foreign Ministers will be placed before the Ministers of State for discussion and decision.

According to semi-official information, the Government knows nothing about Tuan's return from Sinkiang, especially as the ex-Boxer ringleader has been living very quietly in his own private house in Peking since his arrival. All callers have been told by his servants that their master has no interest in Chinese politics whatsoever. Further, the relatives and friends of the ex-Prince say that the Prince was pardoned by the late Emperor-President Yuan Shih-kai, and that taking into consideration his advanced age, "he can do nothing serious in this wicked world again." As a matter of fact, the Prince bitterly repents his midsummer madness of twenty years ago and his stupidity and ignorance. The Imperial Household of the defunct Manchu Court, in an official statement, declares that Prince Tuan has no connection with either General Chang Hsun or General Chang Tso-lin, or anybody who took part in the monarchical movement of 1917, so that there is absolutely no connection between his return to Peking and the monarchical rumours.

#### JAPAN'S CLAIMS IN SIBERIA.

Chita advices indicate that the Government of the Russian Far Eastern Republic has rejected the demands of the Japanese Government for monopolistic fishing concessions in Kamchatka and the Russian Maritime Provinces. It is to be feared that Japan will adopt measures of her own for the protection of those alleged rights.

### THE SITUATION IN MONGOLIA.

The Government officially denies the loss of Pankiang, but the authorities admit the seriousness of the situation in Outer Mongolia. Martial law has been declared in Kalgan. No passports will be issued to foreigners beyond Kalgan. During a joint conference of the General Staff and the Ministry of War, the Government decided that Fengtien and Chihli armed forces should be equally employed for the relief of Urga and Tsoilin, and General Chang Chin-hui and General Wu Pei-fu will be the divisional Commanders of the joint expedition. In case General Wu cannot leave Loyang, then the "Christian" General, Fang Yu-hsiang, commanding the 10th mixed brigade of the Peiyang Army in Hainanngchow, will be appointed in his stead. The directors of the Tschow, Kungshien and Hanyang arsenals have been ordered to supply arms. Funds will be provided by the Ministry of Finance. In addition to this joint military expedition, troops from Shuiyuancheng and Jehol are proceeding towards Mongolia from other directions, with Urga as their final goal.

#### MILITARY MOVEMENTS IN THE NORTH.

It is authoritatively reported that instructions have been received by the commanders of the twenty-seventh division, from Marshal Chang Tso-lin, to hold their troops in readiness for accompanying him to Peking. No definite date has been fixed; but it was believed that if nothing unforeseen happened, the High Inspecting Commissioner of Manchuria would leave Mukden for the Capital at the end of March or early in April. Major-General Chin Yun-ao, (younger brother of Prime Minister General Chin) arrived at Mukden recently from Peking, representing his elder brother, to ask Marshal Chang to proceed to Peking as soon as possible, because there are various national and international questions awaiting discussion between him and the Central Government, especially the relief of Urga and Tsoilin in Outer Mongolia. General Chin, after a long interview with the High Commissioner, returned to Peking in company with Lieut-General Liu Ku-hung, who will represent Marshal Chang. General Liu will inspect the barracks at Tuanho (the former residence of Marshal Tuan Chi-jui) where the majority of the Fengtien troops will be quartered previous to their despatch to Outer Mongolia in conjunction with Chihli troops. That the "Uncrowned King of Manchuria" is going to occupy the first seat in the coming special military-political-financial Conference in Peking is shown by the fact that he has promised Premier Chin to visit Peking regardless of the attitude of Marshal Tsao Kun. This shows that the Fengtien war lord is still at the back of the Chin warlord's struggle for existence. For one or two days en route for the Capital, and in connection with the Mongolian situation, he will visit Paoching, in case Marshal Tsao Kun cannot proceed to Peking to take part in the conference. It is reliably reported among military leaders that Tsao Kun, for fear of a controversy which may lead to the estrangement of the Chihli and the Fengtien factions, wishes that the recapture of Urga should be accomplished by the powerful Fengtien army alone; but Chang Tso-lin desires co-operation. Chang has actually recommended to the Government the appointment of General Wu Pei-fu to the post of commander-in-chief of the Mongolian expedition with General Chang Chin-hui as his associate or assistant, but Tsao disagrees with this suggestion. Until this question of co-operation or non-co-operation has been settled between Chang and Tsao, nothing can be done in Mongolia by the Government.

#### NEW CHINESE CONSULATES.

With reference to the proposed establishment of Chinese Consulates in India and Annam, it is reported that the Government has been notified by the British and the French Governments that in view of the conditions prevailing in the two countries, the suggestion for the establishment of Chinese Consulates in Calcutta, Hanoi and other cities to look after Chinese commercial interests is considered to be inopportune at the moment. The Sino-Dutch commercial Consular treaty will be revised this year. The Chinese immigrants in the Dutch Colonies have petitioned the Government for the amendment of certain points in the Treaty. The majority of the Chinese residents in the Dutch Indies object to become Dutch subjects after three years' residence in Dutch territory, as conceded by the defunct Manchu Dynasty just previous to the inception of the Republic, and they also bitterly complain of ill-treatment at the hands of the Dutch authorities in Java.

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Saturday, April 9th: "THE SHOP GIRL" from the Gaiety Theatre, London.  
Monday, April 11th: "AFRICA" from the London Pavilion.

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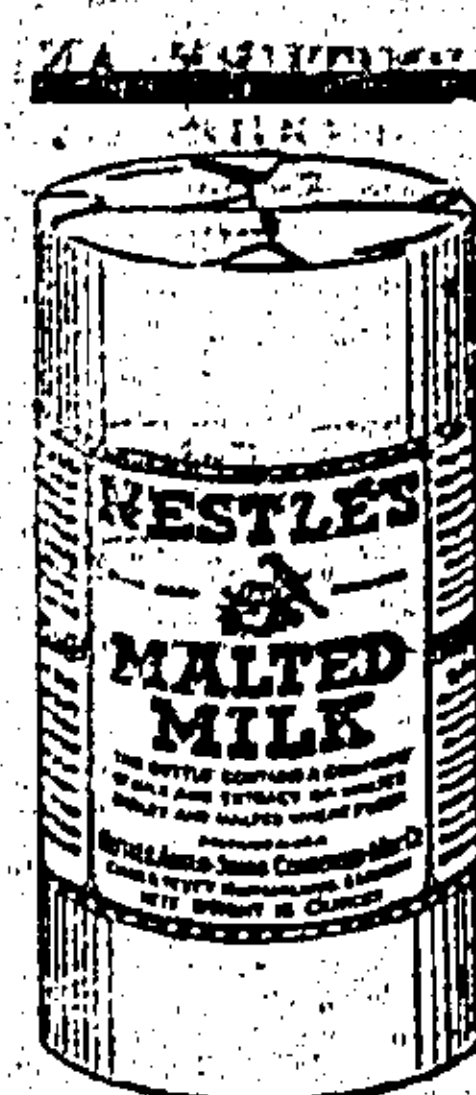
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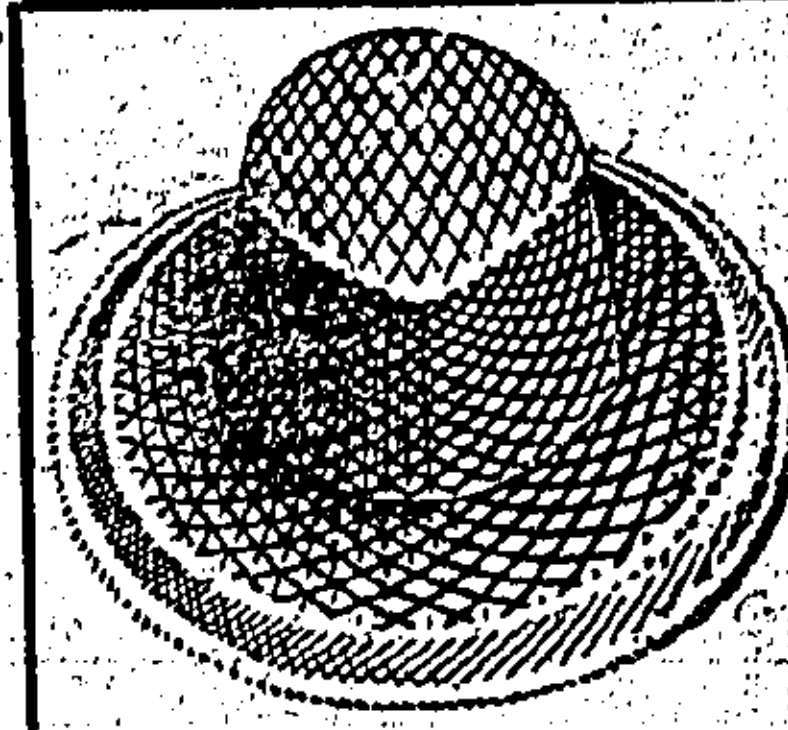
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Session 1919.

Revised by the Members

PRICE

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## SPORT.

## LAWN TENNIS.

## YESTERDAY'S TOURNAMENT PLAY.

Open Championship Singles.—L. Forster beat R. Hamada, 6-2, 6-3, 6-5, 6-2.  
A. D. Humphreys beat A. A. Rumbach, 6-1, 6-2, 3-6, 5-7, 8-6.

Open Championship Doubles.—Lt. Col. F. J. Bowen and Col. L. Humphreys beat Major H. M. Edwards and R. Townson. The latter had a walk-over. (Col. Humphreys is leaving the Colony).

Mixed Doubles Handicap.—Major Greenaway and Miss Burdett beat Mr. and Mrs. Sayer, 6-1, 6-4.

Club Championship.—G. W. Sewell beat F. A. Dinsdale, 6-1, 6-1, 6-2. Major O. Wilson beat E. G. Grimble, 7-5, 6-4, 6-4.

Handicap Singles.—A. Capt. P. H. Davies beat C. C. Stark 6-2, 6-4.

## TO-DAY'S MATCHES.

Open Championship Doubles.—A. D. Humphreys and J. B. Penman v. L. Forster and Major C. Willson.

Mixed Doubles Handicap.—Lieut. Col. Nicholson and Mrs. Gompertz v. Major and Mrs. Lloyd.

Handicap Doubles.—J. R. Wood and G. H. Sayer v. M. M. Maas and A. B. Raworth.

Club Championship.—G. M. Dodwell v. Capt. P. H. Davies.

Handicap Singles.—B. C. Blaker v. Capt. Tomory.

## CRICKET.

## HONGKONG'S TEAM.

The Committee of the Hongkong Cricket Club has accepted the invitation received from the Shanghai C.C. and advised them that it hopes to send an XI to represent Hongkong next month. It has asked Mr. T. E. Pearce, H.K.C.C., Mr. C. R. Sayer, C.S.C.C., and Capt. Davis, R.G.A., to select the team.

The following so far have been chosen and have accepted invitations:—G. R. Sayer (C.S.C.C.), Capt. Davis (R.G.A.), Lieut. Franks (R.N.), E. B. Reid (C.S.C.C.), Lieut. Col. Bowen (Staffs Dept.), Major Bagnall (R.G.A.), F. C. De Rome (C.S.C.C.), C. S. Stapleton (K.C.C.), Capt. Oliver (R.G.A.) and F. H. Farthing (H.K.C.C.).

R. H. B. Hancock (H.K.C.C.), T. E. Pearce (H.K.C.C.), R. E. O. Bird (C.S.C.C.), Major Edwards (R.E. and I.A.), R. L. Wedderburn (H.K.C.C.), and F. J. Ling (C.S.C.C.) have been unable to accept invitations.

The team will probably leave here on May 17th by the *Empress of Japan*. Mr. Sayer will captain the side.

## BILLIARDS.

The delayed game in the Palace Hotel Handicap for the Ho-Kom Tong Cups at the Palace Hotel between W. G. Gerward and E. Guimaraes will be played to-night at 9 p.m.

## MUNICIPAL PROGRESS AT CANTON.

## ADDRESS BY THE MAYOR.

Before a large audience last Sunday evening at the Y.M.C.A. auditorium, Canton, Mr. Sun Fo, the Mayor of the city, delivered a lecture on the subject of Municipal Progress and Public Morality. Mr. Sun opened his lecture by recalling the deplorable conditions which existed in Canton during the Manchu era, when it was nobody's business even to speak of municipal affairs, until the establishment of the Tsun-kingto or the Police Department. Much credit was given to that department for the work it rapidly carried out, notably the demolition of the city wall, which gave place to roads. In the course of his lecture, the Mayor laid special stress on the fact that the citizens of Canton must awake to a sense of responsibility towards the development of the city. Unless the citizens contributed their share to this great task of city building Canton could not gain the place she deserved. It was certainly the pride of every Cantonese that Canton had for centuries stood among the cities of fame and prosperity. Ever since its opening as a port, Canton had headed the nation in commerce. But as civilization necessarily follows commerce Canton should lead the nation in civilization. Mr. Sun concluded his lecture by reminding the audience that the more they thought of the city and of themselves the more they must realize their responsibilities. Public morality, according to the Mayor, does not merely mean the good behaviour of every individual, but the acceptance of responsibility as well. Mr. Sun's lecture was heartily applauded.—*Canton Times*.

BRITISH SEAMEN IN TROUBLE.  
DISTURBANCE AT HONGKONG HOTEL.

On Monday night—not long after the recent disturbance by American sailors had been dealt with at the Magistracy—a further incident, in which sailors were involved, occurred in the bar of the Hongkong Hotel. Naturally, there was some anxiety on the part of those in the vicinity lest this should be an indication of a recrudescence of trouble between British and American sailors, but it was soon clear that this was not the case. Two seamen of H.M.S. *Hawkins* were involved in a disturbance; there were no Americans present. The *Hawkins* men were handed over to the police and were charged yesterday morning with disorderly conduct, a remand being ordered until to-day.

Inquiry elicited the statement that the "pipe of peace" was smoked, or a peace celebration of some kind took place—on Monday night, between American and British naval men. The Americans were very downcast when they found that their leader—a popular fellow of undoubtedly strong personality—was to go to prison in the very forbidding goal which they could see from the Police Court. Their feelings, however, were greatly relieved when, on the intervention of their officer, Lieut. Merrett, the Magistrate consented to give the coxswain the option of a fine.

## THE PACIFIC ISLANDS.

## STATEMENT BY JAPANESE GOVERNMENT.

## LITTLE STRATEGIC OR ECONOMIC VALUE.

## NO INTERFERENCE WITH FOREIGNERS.

TOKIO, March 24th.

The following statement has been issued by the Japanese Foreign Office:—

"The maintenance of peace in the Orient and the safeguarding of commerce and navigation in the Pacific were Japan's purpose in destroying the German fleet and occupying the former German islands."

"In conformity with Allied administrative methods in occupied territories, Japan introduced military administration and established garrisons in the principal islands; but the administration is military only in name, for experienced civilians are performing the actual executive work, without interference from the military and are devoting their efforts toward the development of peace and the welfare of the natives. This has been unanimously recognised by all visitors to the islands."

"In accordance with the Supreme Council's resolution of 1919 and the terms of the Mandate fixed by the League of Nations Council in December last, Japan is now preparing a suitable administrative organ whose object will be to promote the moral and material happiness and the social progress of the inhabitants. The military administration will shortly be abolished."

"Recent rumours of the construction of fortifications on the islands and of Japanese naval activity there are entirely unfounded. It is very regrettable that newspapers should publish such fabrications."

"There is apparently a tendency to exaggerate the economic and strategic value of the islands, and to attach undue importance to Japan's occupation of them, but their total area is less than that of Rhode Island, economically, the islands are scarcely worth mentioning, and strategically they are unimportant because Japan, true to the spirit of mandatory rule, has disavowed all intention to establish military or naval bases on fortifications."

"Yap is one-third the area of Guam, its harbour will barely accommodate three small steamers; except for the cable facilities Yap is worthless, as barren island in mid-ocean. It might as well be said that America secured control of the Atlantic through her purchase of the Virgin Islands as that Japan has staked out an area of four million square miles from Kamchatka to the South Pacific through the mandated islands."

"There have been certain changes of administrative posts due to climatic and communication considerations, but rumours of strategic preparations are groundless."

"Foreign firms are actually doing business with the islands and American missionaries are freely working there, despite reports of Japan's interference with or prohibition of such activities, which reports are pure fabrications."

## BANDMAN OPERA CO.

"The Kiss Call" was the play given by the Bandman Opera Co. at the Theatre Royal last night, when another full house attended and enjoyed with evident appreciation the humorous situations, and the catchy songs and dances. As before, the scenery and dresses were serious, a charge against the Portuguese production, added to the reputation earned by the Company at its initial performance.

PILFERRING OF GOODS.  
SHIPOWNERS' ACTION IN GREAT BRITAIN.

In practically every branch of the transport industry steps are being taken, the *Daily Telegraph* says, to cope with the outbreak of pilfering which is so widespread. This is, of course, no new evil. It has always gone on to a certain extent, but since the war it has developed to alarming proportions, and so heavy are the claims the companies are called upon to pay in respect of losses that drastic action is essential.

The latest step that is being taken is by the Council of the Chamber of Shipping, a committee of which has been appointed to make investigations and to recommend what action should be pursued by shipowners. How serious is the position of shipowners may be judged from the fact that in the course of a case heard at Birkbehead—in which a dock labourer was sentenced to three months' hard labour for stealing cloth from a ship in dock—it was stated that the company owning the vessel had to pay thousands of pounds a year to cover losses from thefts of that sort. A representative of the *Daily Telegraph* who made inquiries in shipping circles was informed that practically all the pilfering from cargoes occurs either before the vessels leave port or after they reach their destination. It is the opinion of those who were approached on the matter that during the voyage there is very little pilfering. In this country it is the exception to the rule to seal the holds, though abroad the practice is in fairly general use. But there is not much opportunity for pilfering except on a very small scale. For one reason there is the difficulty of concealing the booty. Most sailors, if they so desire, can find strange places in which to hide tobacco so that it will escape the searching eyes of the officials, but to conceal more bulky goods until the opportunity occurs to land and subsequently dispose of them is a less easy task. To do so a considerable number of men would have to be concerned, and the risk of detection would be correspondingly increased. The view was expressed that such pilfering as goes on during a voyage is generally from cargoes of foodstuffs.

As a result of their investigations the shipping companies are convinced that it is at the docks, and also before the goods come to their hands, that the pilfering takes place. The companies have done all they can to put a stop to the practice, but still more drastic action is required. What form that action must take is to be recommended by the committee appointed by the Chamber of Shipping. The measures taken by the railway companies in the main the greater use of sealed vans and more careful supervision have already been explained in the *Daily Telegraph*. They have proved so successful that the reports show a marked decrease in the number of thefts during railway transit, and there is every hope that a stop will soon be put to the evil so far as the railways are concerned. It will be remembered that a deputation, widely representative of the transport industry, waited on the Home Secretary a few days ago and urged the importance of the question. Mr. Squire, in his reply promising that the inquiries already instituted would be vigorously prosecuted.

## "LUSITANIA" AS A GERMAN TRADE MARK.

## A PROTEST AND A DEFENCE.

The *Japan Chronicle* of March 17th has the following paragraph:—

"A catalogue of mouth organs and other high-class musical instruments made by the Honos Musikwaren und Sprechanstalten G.m.b.H. of Berlin, has been widely circulated in Japan. The mouth-organs are illustrated full size, including the 'Union Jack.' Universal all is the *Lusitania*. One would marvel at the mental equipment and the execrable taste of a German manufacturer who would thus name an instrument for home consumption, but that it should be considered a suitable name for a toy to be sold in Allied communities passes all understanding. The proceeding is so incredibly foolish. There cannot be a German alive who does not know that no single incident of the war created such general horror or turned so much neutral opinion against Germany. Some Germans had the courage to tell their countrymen so, in spite of the highest intelligence which take to the mouth-organ, but it is hard to imagine one so base, in Germany or out of it, as would find *Lusitania* an attractive name, and not rather feel that all appetite for blowing tinny had vanished. So far as the commission of atrocities is concerned, the post-war blockade of Germany and the quartering of savage African among the defenceless population compare with the agonies of cancer or leprosy compared with the swift violence of a murderer, but let us hope we shall not have the bad taste to remind the victims of the things they suffer by commemorating them on mouth-organs. Perhaps the German Embassy will call the attention of the German Government to this matter."

From a subsequent issue of our Kobe contemporary we take the following further comment:—

We learn indirectly that a German reader declares that he has known the *Lusitania* trade-mark for mouth-organs for the past thirty years, and he says he believes that the instrument was so called because it was invented in Portugal. We should not like to make so serious a charge against the Portuguese without overwhelming evidence. Perhaps the name is an old one, though it seems remarkable as standing alone in the midst of a number of names of an entirely different character. Nor does it alter the fact that a singular stupidity is needed to include such a thing to-day in a catalogue offering German wares for sale abroad. The trade-mark may be an old one, but its owners ought to have sufficient intelligence to understand that its continued use is offensive to every person of decent feeling in Germany or out of it.

## FUTURE OF RUBBER.

## NO GOVERNMENT INTERVENTION!

The *Straits Times* in a leading article on March 20th, said:—

We are not in a position to say anything that is positively definite, but we think it must now be assumed that Government will not intervene to help the rubber industry. The legislation proposed for restriction of output was possible only if it was asked for unanimously by the representatives of the industry here and in London, and if the Governor and his advisers gave the request their whole-hearted, energetic support. We could not blame the Secretary of State for saying no to such a scheme if Government here doubted its expediency and if interests at home urged that it was better to let the weak go to the wall. No Government cares to actively intervene between producers and consumers for the benefit of either side. Even where food supplies are concerned, there is reluctance, although on the adequacy and reasonable price of food, the public peace and safety may depend. To those who do not understand the rubber industry, the proposed legislation would naturally seem revolutionary. The producer is dissatisfied with the price—he asks the Government to take a course which would most certainly compel the consumer to pay more, and viewed from the precedents in other lines of business, that is not a thing the Government ought to do. It lays itself open to the accusation of helping to inflate prices just when the greatest possible efforts are being made everywhere to bring them down. All this, of course, we were perfectly familiar with while we were advocating legislative action, but we hoped that those in authority would be capable of getting above the mere superficial view and would realise that there are circumstances warranting fully the course we advocated. The whole rubber industry of Malaya may be said to rest upon external supports. It is in no sense indigenous. All the capital has been brought by people alien to the country—the Chinese, the Europeans. All the skilled administration is alien also. The labour is Indian, Chinese, and Javanese, and probably ninety-nine per cent. of it has to be imported. Another point of importance is that the price was never raised during the war period though expenses increased enormously. Another fact is that Government is to some extent responsible for the impecunious condition of estates. The panic legislation which blindly laid upon every rubber owner the duty of planting a certain acre with rice has cost the estates thousands of dollars, and the Government made no provision whatever to protect those who were compelled to incur this expenditure. That burden was laid upon the industry when it was suffering from the heavy tax of rice subsidy, and the expenses of compensating labourers from India and China for the adverse condition of exchange. We were never able to see the justice of laying on one section of the community the cost of producing food. If anyone wishes to say that compulsory restriction of output would be revolutionary, the return can be made that compulsory growing of rice was revolutionary also, but the law had to be obeyed. We do not know whether Sir Arthur Young and Mr. James asked for the approval of the Secretary of State to their plans. Probably they did, and probably the Secretary of State was astounded, but yielded to the forcefulness of the representations made to him by the men on the spot. With reference to the policy of output restriction, we feel pretty sure that no Secretary of State has been astounded, by any of the official opinions expressed, except perhaps at the composite displayed towards the economic outlook.

What we fear is that the laissez faire policy is going to most seriously prolong the agony of the rubber industry.

THE BATTLE WITH PLAGUE.  
ANOTHER GALLANT VICTIM.

HARBIN, March 24th.

Dr. Wu Lien-teh reporting from Harbin on the plague epidemic in the North, says that although it has greatly declined in the original centres of infection, namely, westwards of Harbin, it has steadily crept eastwards and southwards, and isolated cases are now reported from Ashedo, Imampo, Hantaohotza and even Suifenho. At the last place (situated on the eastern boundary of Manchuria) one Russian from the Primorsk region died on the 24th of undoubted plague. Where he received the disease is still a puzzle, because that part of Russian territory was supposed to be free.

Dr. Wu writes in the course of his report:—

I regret to state that another brave doctor has fallen a victim to the scourge, namely Dr. Sanzkin, the Russian physician largely responsible for the anti-plague organization in the Railway area. This valiant doctor was in personal charge of the removal of the sick and dead from a Chinese hotel at Pristan where 12 dead were found on the morning of the 14th. It was then that he probably took the infection for the first time, as he died on the 20th. This lamented death of a fine active brave man in the prime of life will convince critics, if nothing else can, of the truly dangerous and arduous nature of our work.

Remarkable as standing alone in the midst of a number of names of an entirely different character. Nor does it alter the fact that a singular stupidity is needed to include such a thing to-day in a catalogue offering German wares for sale abroad. The trade-mark may be an old one, but its owners ought to have sufficient intelligence to understand that its continued use is offensive to every person of decent feeling in Germany or out of it.

AN ENTIRELY NEW STOCK  
OF CIGARS.

We beg to inform our patrons that we have replaced the stocks destroyed by fire, and can now execute orders in any quantities.

## CIGARETTES



VIRGINIAN  
TURKISH

EGYPTIAN  
RUSSIAN

A large selection of high-class brands may be seen at our store.

## TOBACCO

DUNHILL'S, JOHN COTTON'S, ARDATH, CRAVEN,  
BRUMFITT'S, SMITH'S, CARRERA'S, etc.

PIPES, SMOKERS' REQUISITES.

LANE, CRAWFORD

## SPECIFY

"DOBBIE McINNES"

MARINE BOURDON GAUGE.

Substantially designed, accurate and durable.

ANY PRESSURE UP TO 500 lbs.

SOLE AGENTS:

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HONGKONG.

OPERATIC RECORDS YOU SHOULD HAVE IN  
YOUR COLLECTION.

D5576—Lohengrin	..... A. Polverei
	(Prova maggior)
D5554—Madame Butterfly	..... G. Armasini & T. Parvi
	(Addio fiorito asi)
D5550—Pagliacci	..... E. Cottino & E. Badini
	(Nedda Fonia)
D5554—Mason	..... A. Bendinelli
	(Il sogno)
D5543—Faust Trio	..... Bendinelli, Formichi, Martini
	(Che fate qui, Signor)

The Anderson Music Co., Ltd.

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**Powell**

TELEPHONE 3146.

GENTLEMEN'S TAILORS AND BREECHES MAKERS.

We have just received a new consignment

of

HIGH-CLASS

SUMMER SUITINGS

IN

SUBSTANTIAL LIGHT-WEIGHT MATERIALS

INCLUDING

SMART LINENS, COTTONS and SILKS.

FANCY CASHMERE,

WORSTEDS, FLANNELS, SERGES,

etc., etc.

"TAIPO" CLOTH This is a new fabric and the ideal cloth for SUMMER WEAR.







# UNITED STATES AND GERMANY:

## ASSURANCE TO ALLIES.

# FRENCH MINE DISASTER.

## 14 KILLED AND 10 INJURED.

# MINERS' STRIKE OUTLOOK.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

## FRENCH MINE DISASTER.

14 KILLED; 10 INJURED.

NIMES, April 5th.

Fourteen miners were killed and 10 were injured by an explosion of fire damp in the Larbousset pit of the Treuil coal-mines. It is feared that there are other bodies in the debris.

## MR. ESMONDE ARRESTED.

### FOR ADDRESSING IRISH MEETING.

VANCOUVER, April 5th.

Mr. Esmonde has been arrested by order of the Mayor and charged with addressing an Irish meeting, after he had promised to proceed direct to England.

## "PUSSYFOOT'S" TOUR.

### EUROPE FIRST, AND THEN INDIA.

COLUMBUS (OHIO), April 5th.

"Pussyfoot" Johnson, who has now fully recovered from bronchitis, sails for Liverpool on April 16th, accompanied by Dr. H. S. Russell, founder of the American Anti-Saloon League, to tour Europe first, and then India.

EARLIER CABLES.

## KARL'S COUP.

## LITTLE ENTENTE'S ULTIMATUM.

PARIS, April 4th.

The ultimatum to Hungary threatens the recalling of all diplomatic missions, the breaking off of relations, and the executing of military measures, which are in course of preparation. It adds that the Little Entente is determined to obtain from Hungary a final solution of the dynastic question with safe guarantees, the immediate surrender of West Hungary to Austria, and the suppression of all irregular troops.

## FRANCE ALERT.

PARIS, April 3rd.

France's unmistakable attitude towards Karl's attempt has most favourably impressed Hungary's neighbouring States, especially Czechoslovakia and Yugoslavia. Some uneasiness is noticeable in Czechoslovakian and Roumanian circles in view of Karl's protracted sojourn in Hungary and his efforts to secure the support of military elements.

## RETURNING TO EXILE.

PARIS, April 4th.

A Budapest message announces that Karl returns to Switzerland forthwith.

## REASONS FOR KARL'S DECISION.

VIENNA, April 5th.

The ex-Emperor Karl's decision to return to Switzerland immediately was evidently hastened by the Swiss Government's intimation that his return was conditional upon its not being unduly delayed, and also by Austria's threat to cancel his safe-conduct unless the time of departure was promptly fixed. Karl is at present suffering from bronchitis, but, profiting by a fall of temperature, he has announced his departure for Tuesday forenoon.

The ex-Empress Zita has declared that she was the only person knowing anything of her husband's plan, and that she made all the preparations for his journey.

## MESOPOTAMIA'S RULER.

LONDON, April 4th.

The *Times* correspondent at Cairo says there is good reason to believe that Muir Faisal has been offered Mesopotamia, although the British Government's view favours the choice of a ruler being left to the future Mesopotamian National Assembly.

LATEST CABLES.

## WAR IN ASIA MINOR.

## GREEK EXPLANATION OF RETREAT.

ATHENS, April 5th.

No communiques have been issued for three days.

The newspapers publish telegrams from Smyrna, which are attributed to a responsible source, saying that the Greek attack on Eskişehir was merely a ruse to divert the Turks' attention from the Greek occupation of the railway at Afion Kara-hissar by which Turkish re-inforcements from Cilicia were isolated from Angora. They claim that this was completely successful.

After communications between Brussa and Angora were cut, the Greeks retired to their original positions with prisoners and booty.

EARLIER CABLES.

## TURKS PURSUING GREEKS.

CONSTANTINOPLE, April 4th.

Confirmation has been received that the Greek retreat is general. The Greeks are retiring behind Brussa to lines held before the present offensive. So far they have sustained 5,000 casualties. The Turks are reported to be energetically following up the Greeks.

## THE IRISH UPHEAVAL.

## YEAR'S BUDGET OF OUTRAGES.

LONDON, April 5th.

In the House of Commons, at question time, Sir Denis Henry stated that, during the quarter ended July 30th, 1920, Sinn Féin outrages in Ireland totalled 2,152, in which 29 Police were killed and 37 wounded.

During the quarter ended September 30th, the outrages numbered 4,770, the police casualties being 53 killed and 96 wounded and the military casualties 12 killed and 54 wounded.

During the quarter ended December 31st, there were 1,726 outrages, in which the police casualties were 73 killed and 92 wounded and the military casualties 34 killed and 61 wounded.

In the last quarter, ended March 31st, the outrages numbered 2,246, the police casualties being 88 killed and 156 wounded and the military casualties 44 killed and 84 wounded.

## INDIA'S POPULATION.

### RESULT OF CENSUS.

DELHI, April 4th.

It is officially stated that the population of British India and the Native States, according to the Census taken on the 18th ult., slightly exceeds 319 millions, as compared with 315 millions in 1911.

## TRADE WITH RUSSIA.

CHRISTIANIA, April 4th.

The Norwegian Government has appointed four delegates to proceed to Stockholm to negotiate a trade agreement with the Soviet Commissary Korshakoff.

## TRAIN COLLISION IN TEXAS.

## HEAVY CASUALTY LIST.

ELGIN PARK (TEX.), April 4th.

A freight and a passenger train collided at Villa Garita, between Parradon and Monterey, 33 people being killed.

## DOCKERS' STRIKE AT BOMBAY.

BOMBAY, April 4th.

Five thousand men are on strike at the British India and P. & O. dry docks.

LATEST CABLES.

## HARDING ADMINISTRATION POLICY.

## AS REGARDS LEAGUE OF NATIONS AND GERMANY.

WASHINGTON, April 5th.

It is understood that Mr. Viviani was informed, at the dinner given in his honour at which a number of Senators, including most of the members of the Foreign Relations Committee of the Senate, were present, that the Harding Administration intended to terminate the state of war with Germany by a Congressional resolution, and did not contemplate entrance of the United States into the League of Nations, but the United States would take no action in any way helpful to Germany, especially in regard to reparations and fulfilling Germany's other peace obligations.

It is stated that Senator Knox's resolution for a separate peace with Germany will be introduced into the Senate as soon as Congress is convened.

## DR. VON SIMONS' LOAN SCHEME.

WASHINGTON, April 5th.

In a note handed to Mr. Drexel, the United States High Commissioner in Berlin, on March 23rd, Herr von Simons declared that an international loan, in favour of which the Allies may waive mortgages on German wealth and sources of revenue, constituted the only possible solution of the problem of Germany's rehabilitation.

EARLIER CABLES.

## PRESIDENT HARDING SAID TO FAVOUR SEPARATE PEACE.

WASHINGTON, April 4th.

It is understood that President Harding has approved the re-introduction of the so-called Knox resolution providing for a separate peace with Germany when Congress reassembles next week, but has not yet decided when the vote thereon shall be pressed.

## ATTITUDE OF UNITED STATES.

WASHINGTON, April 4th.

A German Government official recently addressed a letter to Mr. Drexel, the American High Commissioner in Berlin, declaring that Germany was willing to pay for reparations, but hoping for fresh discussion of terms. Replying thereto the State Department communicated with Mr. Drexel, hoping that negotiations will be re-opened between the Allies and Germany for a new schedule of reparations.

The reply concludes by stating that the United States proposes to stand by the Allies in enforcing just reparations. The State Department draws attention to communications exchanged before Mr. Viviani's arrival in the United States.

## MR. HUGHES SUPPORTS ALLIES.

LONDON, April 4th.

An amplification of the Washington note shows that it was from Secretary of State Hughes, who plainly declared that the United States stood with the Allied Governments in holding Germany responsible for the war.

Mr. Hughes expressed the opinion that the German memorandum which was signed by Dr. von Simons, the Foreign Minister, indicated the sincere desire of the German Government to re-open negotiations with the Allies on a new basis, and he hoped that when such negotiations were resumed they would lead to a prompt settlement, satisfying the just claims of the Allies and permitting Germany hopefully to renew its productive activities. Copies of the communications have been forwarded to the Allies.

## POSITION OF COLONIES.

LONDON, April 4th.

In the House of Commons, Mr. Charles White asked whether India or any of the Dominions had introduced or passed legislation similar to the German Reparations Act. Mr. Lloyd George replied that the answer was in the negative, except in regard to Newfoundland.

Replying to Mr. Bryant, Mr. Lloyd George stated that no agreement had been reached with the Allies in regard to the allocation of payments under the Reparations Act.

MINERS' STRIKE.

## ATTITUDE OF TRIPLE ALLIANCE.

LONDON, April 4th.

It is declared to-night that it is generally regarded as certain that the Triple Alliance will decide on the 6th inst. actively to support the miners, although the attitude of the transport workers is unknown definitely, but it is understood that owing to the prevalence of unemployment among the transport workers the unity of their Federation is problematical. In any case, the Triple Alliance leaders are expected to defer a strike order until they have made an effort at a peaceful settlement.

The outlook in the coal-fields grows progressively worse, and as a result of threats and mass demonstrations at least one instance of violence, for safety the men are being compelled to leave the works.

The evening papers state that a most truculent spirit is being exhibited in many areas in Scotland and Wales, while the Fife shire men are inclined to lawlessness.

## MINERS' THREAT.

LONDON, April 4th.

The fact that leaders like Mr. Clynes, Mr. Thomas and Mr. Gosling have been silent over the week-end is regarded as indicating that some move in the direction of peace may be made before the fateful decision of the Triple Alliance on the 6th inst. This is the only ray of hope in the gloom of the industrial crisis.

To-day, meetings of Scottish railwaymen in Glasgow, Edinburgh and Perth resolved to support the miners even by a strike, thus following the example of meetings in large railway centres in England. The attitude of the railwaymen is that if they do not support the miners now, they cannot expect help from the miners when the railways are de-controlled in August.

Serious reports of the flooding of pits in Scotland, England and Wales have been received to-day. A fire due to ignition of gases, is raging in one colliery at Neath, and it is feared the pit will be destroyed.

The threatening attitude of the miners in many coal-fields is causing consternation among volunteers.

The Rhondda Miners' Association has decided that everyone, including managers and officials, must cease work immediately.

## DISASTROUS DECISION.

LONDON, April 4th.

The Admiralty has cancelled all leave. The Rhondda Miners' decision, cabled earlier, will have disastrous results. If men are found to give it effect, the pits will be ruined in forty-eight hours.

To-day the Dowlais Steel Works closed down, rendering a thousand idle.

Considerable difficulties are being experienced to keep alive the pit ponies in many areas, where it is stated the miners' officials are preventing the ostlers working.

The South Western Railway has cancelled 200 trains from April 6th and other lines are restricting their services similarly.

## GOVERNMENT MEASURES.

LONDON, April 4th.

In connection with the coal strike, the *Gazette* publishes a series of drastic regulations of a most extensive scope, giving the Government power to take possession of and requisition food, forage, land, coal, coal mines, horses, vehicles, tramways, light railways, canals, and their equipment; regulate road transport; limit or prohibit the transport of any goods; regulate traffic at the ports and harbours; refuse clearance to ships; prohibit the unloading of any goods; regulate the distribution, price and use of coal, gas, water, electricity and petrol; prohibit, in any area, the buying, selling or possession of firearms, drilling, meetings or processions; and employ His Majesty's forces in any service of vital importance to the community.

The regulations give the Police increased powers regarding searches and arrest of suspects without a warrant, the penalties being a maximum of six months' hard labour or a fine of £100.

## U.S. IMMIGRANTS.

NEW YORK, April 4th.

Several hundred immigrants, mostly women and children, who were recently sent back to Europe from New York for having fraudulent passports, will be returned here and permitted to land, as instructions have been given to all American Consulates in Europe. Meanwhile the State Department is investigating the source of the bogus passports.

## FAR EASTERN CABLE NEWS.

## SHANGHAI MUNICIPAL COUNCIL CHINESE ADVISORY COMMITTEE.

## END OF BITTER STRUGGLE.

[BY COURTESY OF THE "CHINA MAIL."] SHANGHAI, April 5th.

A meeting of Chinese ratepayers expunged the objectionable Regulation VI, seeking to create a supervisory body for control of the Chinese advisory committee of the Municipal Council. The latter has thus been victorious in the bitter struggle.

[THROUGH REUTER'S AGENCY.]

## THE YAP QUESTION.

LONDON, April 4th.

The *Daily Telegraph* learns that Great Britain has received a Note from Washington relating to the Yap question. Details are not available.

## A SAILOR'S WINDFALL.

## A FORTUNE OF £24,000.

A Japan paper publishes a long story of a sailor named Frank Dupuy on the British steamer *Gracely*, who learnt while at Shanghai that he had been left a fortune of £24,000, and is now proceeding home by the French liner *Cordillere*.

The story of Bontawain Dupuy and his fortune was told, the *Advertiser* says, by an official of Dowdell & Co. of Yokohama, steamship agents, and is briefly as follows: Dupuy was the youngest son in a big and highly respectable family in Guernsey. He saw little hope for the youngest son in England and at the age of 16 became a "bad boy" of the family and ran away to sea. And at sea he has been ever since; he is now 41 years old. He was married at the age of 19 and his own family is also in Guernsey, but he has been back at his parents' home but twice since he was a lad.

He was chief sailor on the steamer *Gracely*. When the good ship reached Shanghai, Bosun Dupuy received a letter from his wife telling him that his mother had died and had left him £24,000. The bosun told the captain about his fortune, but the ship's master had heard fairy tales before and would not release the sailor. The letter said that money would be cabled to Yokohama, and when the sailor received three cablegrams, containing a total of £100, the captain gave in and agreed to release the man and permit him to go home.

Dupuy had come from a good and not poor family, but he had been a sailor since the age of 16, and a married man since he was 19, and hence had his own ideas of economy. So, it is not strange that he booked a third class passage on the steamer, for economy's sake.

## COTTON TRADE OPTIMISM.

### MANCHESTER VIEWS.

A special correspondent of *The Times*, writing from Manchester, gives an interesting account of an interview with Sir Edwin Stockton, President of the Manchester Chamber of Commerce. Sir Edwin stated:

Depressed though the situation has been for some time, I am convinced so far as textile is concerned, that the depression is only of a temporary character. We are not suffering from over-supplied markets, and trade is simply held back by the high values of goods, shipped or waiting for shipment, which markets have been slow to take up owing to a disinclination in certain quarters to face losses. The people who are obstructing business made large profits during the period of rising values, and now they prefer to sit tight and hope to avoid the effects of depreciation. This cannot go on very long. They are keeping back trade now, but eventually they will have to fulfil their contracts at the rate prevailing. The more protracted the delay in making replacements the bigger the demand for textiles will be, overdone in fact and bring about a sharp inflation of values.

I think we have already turned the corner. There are distinct signs that people desire to come into the market. Some are quietly buying now at depressed prices because they feel that in doing so they are operating on a safe basis. Values have dropped since May by 50 per cent. and even 60 per cent. Trade on lower values is easier to finance, and there is less risk, and this is an inducement. It will take some time, however, to get things moving; the difficulties of financing trade are not yet over. India, because of the exchange value of the rupee, may try to suspend buying for another three to six months. As I have said, this will only result in a bigger demand at a later period, and we may then have a clamour for goods which it will be hard to satisfy.

I myself am very optimistic about the prospects of industry (Sir Edwin Stockton added). I believe production is needed. We have been suffering from a lack of confidence brought about by high values. Talking too much pessimism is not going to put us right. There must be determined, cheerful confidence and endeavour. That is what we are going to have here.

## GERMAN INDEMNITY.

## 12 PER CENT. EXPORT TAX.

## METHOD OF COLLECTION.

[FROM A DIPLOMATIC CORRESPONDENT TO "THE DAILY TELEGRAPH."]

I was privileged yesterday to discuss the new German reparations scheme with Commandatore Giannini, one of the two Italian experts on the subject. Commandatore Giannini was particularly anxious to correct a fundamental and widespread misconception of the so-called 12 per cent. tax of Germany's future exports, all the more so because this distinguished Italian economist was himself the author of this concrete proposal, framed in response to the suggestion of the Belgian Ministers, M.M. Jaspar and Theunis, for a variable index in order that the French standpoint might be reconciled with the British. Commandatore Giannini said:

The so-called 12 per cent. tax on German exports is not thus properly described. It is not a tax on exports, but a percentage on all export receipts. This is a very different matter. A tax on exports would mean that the tax would have to be collected at the German Custom houses, before the goods were allowed to leave Germany. And it could only be so collected in German paper money and under the direct supervision of Allied officials. It would be neither right nor expedient on our part to interfere in this way with German sovereignty and administration. Moreover, we do not want German paper marks, but gold, and we do not want the buyer, whether an Ally or a neutral, to pay the tax, and pass it on to the Allied or neutral consumer, as he would inevitably have to do in the case of a tax on exports properly so called. On the other hand, a percentage on all German export receipts would mean that the Allies would secure 12 per cent. after the German goods had reached their foreign destination, on the money payable by the importer, in the form of the currency, that is to say, in gold or its equivalent. This would mean that the Allies, through the Reparations Commission, would have at their disposal large credits in the various national currencies—kroner, pesetas, dollars, etc.—by means of which they could purchase securities or goods in those countries.

You will ask me how we could arrange such financial operations and statistical control! Through the recognised arbitrage banks, as well as a central office in Berlin. I must add that the German Government would be able to penetrate the German exporter in paper marks for the deduction from his receipts abroad. There are no doubt many details to be thrashed out before we could frame a scheme as near perfection as possible; but as to the basic feasibility of such a scheme, there need be no doubt whatever. We ourselves have a corresponding scheme in Italy, where the State is entitled to collect the foreign currency in which our exporters are paid, and itself to pay the latter in lire. By means of the 12 per cent. tax on German export receipts—which amounts, as I have pointed out, need never enter Germany at all—we have discovered a means of not only making Germany pay, but of making her pay in gold.

It will be gathered from what precedes that the Italian delegates to the Peace Conference, contrary to a belief widely entertained, are as intent upon making Germany pay as any of the other Allies. Indeed, the Italian delegates have never been remiss in pointing out that reparations are Germany's sole external debt, and almost her sole external liability. Yet, so far, none of the Allies have been informed by their creditors that they would only be required to discharge their war and external debts according to their capacity to pay! Germany, in this respect, is to enjoy a kind of preferential treatment. For if reparations and war debts are, juridically speaking, two very different things, financially they work out in exactly the same way.

Commandatore Giannini was responsible for several of the Brussels and Paris reports dealing with reparations, but in particular for that in which he set forth the comparative statistics for taxation on alcohol in Great Britain, France, and Germany. Per head Great Britain is paying in duties on alcohol 72 marks gold, France 11.7, Germany 1.48! The details are set out as follows, the figures being given gold marks per hectolitre (of 22 gallons):

	Spirits. Beer.
Great Britain	2,292 45
France	318 32
Germany	50 1.50

As regards wines, the taxes work out as follows: In Great Britain 60 per cent., in France 27 per cent., and in Germany 20 per cent. ad valorem.

## BRITISH SUBMARINES FOR SALE.

It is announced that six submarines of the G class are to be sold out of the Navy. As this represents the entire number of these vessels in existence, it means that the type will vanish. Laid down during the middle stages of the war, the G submarines can scarcely be regarded as obsolete, and the only reason why they are now being "scrapped" is probably on the score of redundancy. It was originally decided to retain submarines in the post-war fleet, but, as the G group was included in this total, we may assume that the number is to be further reduced. The whole of the G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, and Z types of submarines have been sold out of the service, and all the early E boats, up to and including E22. Some of the craft of a later type have also been withdrawn, whilst all the surviving submarines have been transferred to the Royal Australian Navy. There are still a few new submarines in course of speedy completion, but these are of war-time design, and any constructive conclusions drawn from the experiences of the U-boat flotillas are not likely to take material shape for some considerable time to come. —*Naval and Military Gazette.*



## NOTICES TO CONSIGNEES

VEREENIGDE NEDERLANDSCHE  
SCHEEPVAART-MAATSCHAPPIJ  
(UNITED NETHERLANDS NAVIGATION CO.)  
HOLLAND-OOST AZIE LIJN  
(HOLLAND-EAST ASIA LINE)

## NOTICE TO CONSIGNEES.

FROM HAMBURG, AMSTERDAM, LA  
ROCHELLE, PALICE, LISBON, GENOA  
and SINGAPORE.

THE Steamship "FORROK"  
having arrived from the above ports, Consignees  
of Cargo, by her, are notified that all Goods are  
being landed at their risk into the Godowns  
and/or extra-landings Godowns of the Hong-  
kong & Kowloon Wharf & Godown Co., Ltd.,  
whence and/or from the wharves delivery may  
be obtained.

Goods not cleared by the 8th April, 1921,  
at 10 a.m., will be subject to rent.  
All broken, chafed and damaged packages  
are to be left in the Godowns, where they will  
be examined on the 7th April, 1921, at 10 a.m.  
by Messrs. Goddard & Douglas. Claims must be presented  
in writing within ten days after arrival of  
steamer, otherwise they will not be recognised.  
No Fire Insurance will be effected by the  
undersigned in any case whatever.

Bill of Lading will be countersigned by  
J.A. CHINA-JAPAN LIJN,  
General Agents.  
Hongkong, April 1st, 1921. 732

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"PYRRHUS"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon,  
where it will lie at Consignee's risk. The  
Cargo will be ready for delivery from God-  
down on and after 2nd April.

Optional cargo will be landed, unless  
notice has been given prior to steamer's  
arrival.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No claims will be admitted after the Goods  
have left the steamer's Godown, and all  
Goods remaining undelivered after the 8th  
April will be subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before  
the 22nd Apr., or they will not be recognised.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 2nd, 1921. 748

## NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LTD.

## CONSIGNEES per Company's Steamer

"ANTILLOCHUS"  
are hereby notified that the Cargo will be  
discharged into Holt's Wharf, Kowloon, where it  
will lie at Consignee's risk. The Cargo will be  
ready for delivery from Godown on and after  
April 2nd.

Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are  
to be left in the Godowns, where they will  
be examined on any Tuesdays and Fridays  
between the hours of 10.45 a.m. and Noon  
within the free storage period.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all  
Goods remaining undelivered after April 8th, will be  
subject to rent.

All Claims against the Steamer must be  
presented to the undersigned on or before April  
22nd, or they will not be recognised.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, April 2nd, 1921. 747

## S.S. "YANG-TSE"

COMPAGNIE DES MESSEGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from LONDON,  
ANTWERP, HAVRE & LA PALICE  
in connection with above Steamer, are  
hereby informed that their goods, with the  
exception of Opium, Treasures and Valua-  
bles are being landed and stored at their  
risks into the hazardous and/or extra  
hazardous Godowns of the Hongkong  
Kowloon Wharf & Godown Co., Ltd., at  
Kowloon, whence delivery may be obtained  
immediately after landing.

Optional Cargo will be forwarded on unless  
instruction is received from the Consignees  
before Noon To-day requesting it to be  
landed here.

Bills of Lading will be countersigned by  
the Undersigned. Goods remaining undelivered  
after the 10th Apr., at Noon, will be subject  
rent and landing charges.

All claims must be sent in to me on or  
before the 13th Apr., or they will not be  
recognised.

All damaged packages will be examined by  
Messrs. Goddard & Douglas on SATURDAY  
the 2nd Apr., at 10 a.m.

No Fire Insurance has been effected.  
R. RODENFUSSE,  
Acting Agent.  
Hongkong, April 4th, 1921. 743

## DAIRY FARM NEWS.

## CHEESE.

GRUYERE ... \$1.40 per lb.  
AUSTRALIA SWITZER \$1.00

FRENCH ... \$0.90

THE DAIRY FARM ICE & COLD

BAKE CO., LTD.

PARIS  
GARTERS

## No Metal Can Touch You

are made from the best materials obtain-  
able, so that they will give you the greatest  
garter value, service, and comfort your  
money can buy. Sold the world over to  
men who demand a garter of quality that  
fits the legs and holds the hose securely  
and smoothly. Look for the name PARIS  
on the box. Imitations, at any price, cost  
you too much.

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Keep your health in "proper balance" by taking  
—a teaspoonful on arising—  
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## IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

## IN CHOSSEN

Kaifu (Soviet) — Chosen Hotel Fusan — Fusan Station Hotel Gwangju — Gwangju Station Hotel	Changchun — Yamato Hotel Yamato Hotel Yamato Hotel Yamato Hotel	Hotel (Manchian) — Yamato Hotel Yamato Hotel Yamato Hotel Yamato Hotel
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"SAVED" £20,000,000 AT  
CAMBRAI.

## A DEBTOR'S SENSATIONAL CLAIM.

"I contend that the Battle of  
Cambrai in 1918 was largely fought on  
my plan, and I claim that it saved  
artillery preparation which might have  
cost anything from £15,000,000 to  
£20,000,000."

This statement was made by a debtor  
in the London Bankruptcy Court when  
a meeting of creditors was held under  
the receiving order made against Mr.  
Oscar Ellis Aymer de Saffre de Thoren,  
of St. James's Place. The proceedings  
were on the petition of a firm of money-  
lenders.

The Official Receiver said that Mr. de  
Thoren, who described himself as a re-  
tired Naval Commander, had stated that  
in the autumn of 1915 he went to the  
War Office with a scheme for a general  
offensive on the western front in order  
to obtain a knockout blow at the earliest  
possible date. The effect of his scheme  
or project was also substantially to  
decrease the heavy casualties of modern  
battle.

## OFFICIAL ENCOURAGEMENT.

He was promised help by the Director  
of Military Operations, and had been  
working on the project ever since.

The whole of his present liabilities,  
estimated at £5,015, had been incurred  
in connection with the scheme, his pre-  
sent position being due to lack of assist-  
ance from the Government.

The value of the debtor's assets could  
not yet be ascertained, but they included  
the MS. of three comedies, an interest  
under his grandfather's will, and an  
award which he expected to receive both  
from the British and French Govern-  
ments in respect of his project. The  
award had been charged to the several  
creditors.

The debtor, addressing his creditors,  
said, that he had been encouraged from  
the first to go on with his project, and  
trials took place at Warrington Camp in  
August, 1917, which proved the scheme  
to be correct in principle and capable of  
carrying out everything he claimed for it.

## "LET DOWN" BY GOVERNMENT.

He had put forward a claim based on  
the ground that a valuable part of his  
plan had been taken out of his hands and  
tested on the battlefield.

The debtor claimed that his present  
position was due to the fact that he had  
been let down by the Government,  
against whom he had a claim of at least  
£20,000 for out-of-pocket expenses.

## OUTSPOKEN U.S. GENERAL

Storming and cursing, Mr. Dawes,  
former Brigadier-General and Chief of  
Supplies in the American Expeditionary  
Force, gave his testimony last month,  
before the Congressional Committee in-  
vestigating war expenditures. With many  
damns and picturesque references to hell  
fire and brimstone, the witness bitterly  
denounced the "sneers and slurs of  
partisan snipers in Congress" at the ex-  
pense of the American army in France.  
"I don't want to be called a general any  
more," he said to the chairman, Senator  
Johnson, "I am out of the army now.  
I hate pinhead politics. You can give me  
all the hell you want to. I like it." Mr.  
Dawes says he appealed over the heads  
of carpet-bagging politicians to the  
common-sense of the American people.

Witness praised the efficiency of the  
French and the patience and bull-dog  
qualities of the British soldiers. "I am  
wondering," he said, "whether we in  
America would have had the patience to  
stand behind Pershing as England stood  
behind Haig. We are usually impatient,  
awfully critical. I am willing to give the  
poor old War Department in Washington  
some credit. As soon as we reached  
France it let us alone, and we did our  
best possible to win the war and save the  
civilisation of the world. I don't think a  
single solitary dollar was wasted in  
France. Damn it all, the business of the  
army was to win the war, not to quibble  
around with a lot of cheap buying. We  
were fighting and getting the stuff to the  
men. Hell and Maria, we weren't trying  
to keep a set of books."

## A PER-CENTIMENTAL BALLAD

[BY A HOME-GROWN POET.]

Tired of the never-ending tale  
Of "nothing doing," markets stale,  
Flat and unprofitable, I  
Approached the scribe and asked him  
why.

He looked for such a cheerful thing  
As brighter markets in the Spring.  
"Is it," I asked, "the influence mild  
Persephone, great Ceres' child,  
Exerts on men this vernal season?"  
"No," he replied, "that's not the  
reason."

"Is it the violet-scented breeze,  
The green buds bursting on the trees,  
The flowers that wake on either hand  
When Spring comes smiling on the land,  
When blackbirds sing their merry notes  
And men take of their overcoats?  
Will markets rush to greet the Spring  
And prices move like anything?  
Will Rubbers bounce and Kaffirs boom  
And even Railways lose their gloom?  
Will Shells advance and Eagles soar  
And Dunlops rise again to 4?"

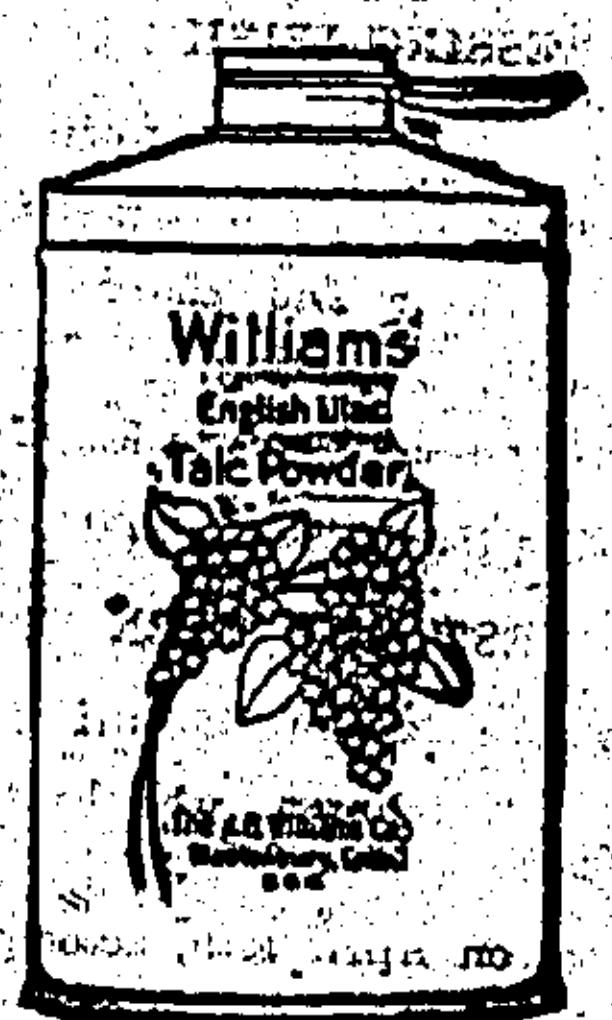
As thus I thapodied the scribe  
A grin and-bitters did imbibe.  
Rolling his wild, prophetic eye  
(And cigarette) he made reply:  
"The scent of flowers, the budding trees,  
The affodils, the gentle breeze,  
The blackbird's note or song of lark—  
All these are quite beside the mark.  
I'm not concerned about the weather:  
Spring and cheap money go together.  
And that's why I'm prepared to bet  
That very shortly we shall get  
The Bank rate down to six per cent.  
That is the change of seat, I meant."

**LAVOL**  
A New Discovery  
Will bring happiness to thou-  
sands of skin sufferers—who  
have thought they had some viru-  
lent blood diseases when in nine  
cases out of ten eczema and other  
skin diseases are purely local.  
Medical science is agreed on this.  
Laval, a new discovery, a powerful  
yet soothing and refreshing liquid  
washes out the worst affections. Bad  
profits are at hand in hundreds of cases.  
Just a few drops on the afflicted  
and the itch is gone.  
For eczema in its worst forms, crusts,  
scabs, sores, weeping blisters—for salt  
rheum and psoriasis—barber's itch,  
eczema, ringworm, dandruff, etc.—for  
dandruff and scalp diseases, try Laval.  
For sale at all chemists, shops, druggists, etc.  
D. D. D. Company, 38 Klange Rd., Shanghai

Williams'  
English Lilac Talc Powder

The delicately fresh scent  
of Williams' English Lilac  
Talc Powder is a genuinely  
soothing relief in tropical  
climates.

A light sprinkling of the borated,  
antiseptic, refreshing powder im-  
mediately alleviates the discom-  
fort of prickly heat or Dhobi Itch.



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Standard Light Car that have won the  
favour of the Owner-Drivers throughout  
the world.  
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DRINK HORLICK'S MALTED  
MILK. Whether a baby or "grown-  
up," the health-giving properties of  
HORLICK'S FOOD-DRINK  
are put into operation right away.  
The Malted Malt, purified, and the grain  
and body are perfectly and "condensed"  
as Nature intended by pure food.  
Made in England by the addition of  
a little water, but perfect.  
Of all Chemists and Stores.  
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SLOUGH, BUCKS., ENG.



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Regular Sails to  
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S.S. "EGREMONT CASTLE" sailing on or about 6th April  
**LLOYD TRIESTINO**  
For **BRINDISI, VENICE & TRIESTE.**  
Taking Cargo (on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.  
VUE having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.  
S.S. "TRIESTE" sailing on or about April 23rd.  
S.S. "PERSIA" sailing on or about May 19th.

For **SHANGHAI & JAPAN.**  
S.S. "PERSIA" sailing on or about 19th April.  
Passenger's Luggage can be insured at the Office of the Agents.  
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(SOUTH SEA MAIL S.S. CO.)

Regular Services between  
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For **JAVA.**  
S.S. "CHERIBON MARU" sailing on or about 9th April.  
For **JAPAN**

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Steamship Service Trans-Pacific.  
Also to Australia, Europe, etc.  
**NATAL LINE OF STEAMERS.**  
Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.  
In conjunction with the  
**INDO CHINA STEAM NAVIGATION CO., LTD.**  
AND APOLAR LINES.  
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**DODWELL & CO., LTD.**  
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SAILING FROM HONGKONG SUBJECT TO ALTERATION.  
**SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai & Japan ports.**  
Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.  
KASHIMA MARU (omitting Manila) ... Wednesday, 20th Apr., at 11 a.m.  
SUWA MARU ... Friday, 8th May, at 11 a.m.  
FUSHIMI MARU (omitting Manila) ... Tuesday, 31st May, at 11 a.m.  
KATORI MARU ... Friday, 17th June, at 11 a.m.

**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.**  
KITANO MARU ... Friday, 16th Apr., at 11 a.m.  
INABA MARU ... Friday, 23rd Apr., at 11 a.m.  
KAMO MARU ... Friday, 13th May, at 11 a.m.  
IYO MARU ... Friday, 27th May, at 11 a.m.  
**HAMBURG, AMSTERDAM, LONDON & ROTTERDAM**  
**LIVERPOOL & MARSEILLES via Suez.**  
**MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.**  
NIRKO MARU ... Tuesday, 19th Apr., at 11 a.m.  
AKI MARU ... Tuesday, 17th May, at 11 a.m.  
TANGO MARU ... Tuesday, 21st June, at 11 a.m.

**NEW YORK via Suez.**  
**SOUTH AMERICAN PORTS via CAPE.**  
KAWACHI MARU (sailing from Singapore) Wednesday, 11th May.  
**BOMBAY & COLOMBO via Singapore.**  
WAKASA MARU ... Friday, 2nd April

**CALCUTTA & RANGOON via Singapore & Penang.**  
TOTTORI MARU ... Wednesday, 6th April.  
RANGOON MARU ... Sunday, 17th April.  
**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**  
AKI MARU ... Tuesday, 12th Apr., at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**  
KAMAKURA MARU ... Tuesday, 12th April.  
DAKAR MARU ... Wednesday, 13th April.  
IYO MARU ... Friday, 15th Apr., at 11 a.m.  
YAMAGATA MARU ... Saturday, 16th April.  
For further information apply to—**NIPPON YUSEN KAISHA.**  
Telephone Nos. 272 & 293. S. YASUDA, Manager.

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Telephone 5105. St. George's Building.

**FUTURE OF BRITISH CHEMISTRY.**

**LORD MOUNTON ON INFANT INDUSTRIES' CLAIM.**  
Lord Moulton made an important speech concerning the future of the chemical industry at a luncheon at Prince's Hotel on February 16th at which he was a guest of the Association of British Chemical Manufacturers.

Sir William Pearce, M.P., president, in proposing the toast "Lord Moulton and Organic and Synthetic Chemistry," he said that one of the lessons some of them had learned was that any future war would be more and more a chemical war. To a certain extent the importance of chemistry had been realized. They had got the Dye-stuffs Bill, but this was not sufficient. The dyestuffs industry would depend very much on the success of the manufacture of new chemicals and drugs, and fine chemicals and drugs should be included in the same scheme as dyestuffs.

Lord Moulton, in his reply, said that this was a most critical moment in the existence of British chemical industries, and through them in the existence of England. For four years during the war period he had himself to endure the terror of what the German chemical industries enabled our enemies to do. He was always urging the Treasury to allow him to buy ahead from Chile the nitrate of soda which our enemies were making in unlimited quantities at home. He was afraid to think of what would have been the result if Germany had concentrated its submarine attack on that narrow line going through the Panama Canal by which we obtained our supplies of nitrate. The Germans had no anxieties. We were never free from them. In a myriad ways he was reminded of the consequence of the neglect of the British nation and the British Government concerning the development of chemical industries in England during the 30 or 40 years before the war. The Germans soon appreciated that the real competition of any chemical industry was not as between one manufacturer and his next door neighbour—that the prize that the manufacturer wanted to win was not that his goods should be preferred to those of his rival, but that he and his rival should obtain command of the world market. The German must have seen with rising delight year by year that other people were perfectly willing to get their wants supplied without attempting themselves to supply them, and that bit by bit he was getting absolute command of nearly the whole of the supplies of chemicals on which civilization rests in other countries. As an old Free Trader he used to say with confidence, and with some accuracy, that the most rapid way to obtain national wealth and to enjoy it was to buy in the cheapest market. The last few years had taught him that the definition ought to be a little enlarged. That was true only if they were sure of continuous peace, but recent years had shown us that we could not calculate on continuous peace, still less could we calculate on it in the future.

**A TIME OF SHELTER NEEDED.**  
We had allowed ourselves to grow up a nation utterly insufficient for itself, relying on other countries not only for immediate supplies of manufactured goods, but also for immediate supplies of those things which are necessary for our manufactures. When he looked back on the confident utterance of the narrower formula he was surprised that some of our good Free Traders did not insist on our contracting with Krupp for our ironclads—(laughter and cheers)—and say that we should accept his tender if it was the lowest. He believed it was only the stubborn conservatism of the War Office and the Admiralty which prevented them from daring to urge that. Now they would be willing to say that they would exclude munitions of war, because they dare not be dependent for them upon a foreign country. But there were things which are just as big essentials, though they are only used for peace, as any munitions of war. (Cheers.) We no longer have our great industries at the mercy of a foreign country for our guns or ammunition. It was absolutely impossible to prop up every industry that did not make itself industrially remunerative. But when as a result of national neglect during a whole series of years the country was obliged at the beginning of the war to call on industries to take up new branches, to expend capital on them, to develop research, and to turn out in a few months that which must rival the result of years of work abroad—the country's duty to those industries did not end when the crisis was over. It must realize what they had done for it, and most of all it must take care that the old danger does not recur. The Government made infant industries supply essential needs during the war and then left them in a condition still of infancy, however efficient they were. To imagine that in that state they could stand against the competition of the enemies who for years had been working at the same problem, that they could stand against that competition in a free and unrestricted market, was simply folly.

The problem would not be permanently solved by means of subsidies or import duties. His experience during the war gave him unlimited faith in the British chemists, either theoretical or industrial, and he declined to regard those of any other nation as superior in quality, though they are vastly superior in experience. The British chemists had ultimately to be able to stand without assistance in the markets of the world, but that was a very different thing from saying that when they were just beginning they should be exposed to the competition of people who would be perfectly willing to pour their goods into England almost without limit and under cost price if they could only strangle an infant industry. They had a right to say to the Government, "You compelled us to take this up because of the immediate remuneration, and we ought to be allowed a time of shelter from pitiless competition until we are capable of doing permanently the work which we admit will have to be done by us in the end." He supported the system of licensing under which, so long as goods were being produced in England at a fair price and of equal quality, they were protected from being swamped by the products of hostile industries. If they were to succeed they must take advantage of the breathing space allowed them to develop by research and industrial organization their power of production until they needed no help and feared no enemy. (Cheers.)

**ASTHMA INSTANTLY RELIEVED**  
A Noted Physician will prove this to sufferers in Hongkong.  
The astonishing statement that Asthma can be relieved instantaneously, coming from so well known authority as Dr. B. Schiffmann, will be of interest to all sufferers. The experience of most Asthmatic patients by this method has been afforded them by the method's heretofore employed, as well as the disease has been regarded as incurable. This noted physician has, however, after a life-long study of Asthma and kindred diseases, discovered a remedy which instantly relieves the severest cases of Asthma, Hay Fever and Bronchitis. So complete is Dr. Schiffmann's confidence in his remedy that he requests this paper to announce that to-day and to-morrow he offers a liberal sample box of "Schiffmann's Asthmator" free of charge to all persons applying at—  
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22, Queen's Road, Central.  
Dr. Schiffmann believes that an actual test will be the most convincing, and in fact the only way to overcome the natural prejudice of thousands of Asthmatics who have heretofore sought relief in vain. Persons residing in other localities, outside of this city, who desire to try this medicine, will be sent a free sample package, provided they send simply their name and full address (no other writing) on a post card, within the next six days to—  
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Through Bills of Lading issued for Batavia, Persian Gulf, Ceylon, American, and South African Ports.  
The Steamship "DUNDEE," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 19th, APRIL, 1921, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the M. S. Steamer proceeding thence to Marseilles and London. Passengers will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.  
For further particulars apply to—  
**MACKINNON, MACKENZIE & CO.,**  
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at any time in every household. Every Bug, Flea, Beetle, Moth, Fly, etc., dies once it has come into proper contact with  
**KEATING'S**

**APIOLINE**  
(CHAPOTEAUT)  
For functional troubles, delay, pain and those irregularities peculiar to the sex. Prescribed by the highest French medical authorities and exported to France, India, Ceylon, and the East. Sold by all Chemists.

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**SAILINGS SUBJECT TO ALTERATION**  
SHANGHAI & TIENTSIN via SWATOW "WINGSANG" Thurs. 7th Apr. D'light  
MANILA "YUENSANG" Fri. 8th Apr. 3 p.m.  
BANGKOK via SWATOW "YUENSANG" Sat. 9th Apr. D'light  
TIENTSIN "OHEONGSHING" Sun. 10th Apr. D'light  
KORE via SHANGHAI "YUENSANG" Mon. 11th Apr. Noon.  
SHANGHAI "YUENSANG" Tues. 12th Apr. D'light  
SHANGHAI "YUENSANG" Wed. 13th Apr. 3 p.m.  
SHANGHAI "YUENSANG" Thurs. 14th Apr. 10 a.m.

**CALCUTTA LINE**—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodations, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.  
**SHANGHAI LINE**—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.  
**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodations, sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hongkong when convenient.  
**HAIPHONG LINE**—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.  
**TIENTSIN LINE**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

**CALCUTTA LINE**

S.S. "NAMSANG" will be despatched on or about Tuesday, Apr. 12th, 3 p.m., for SINGAPORE, PENANG and CALCUTTA.  
Through Bills of Lading issued to RANGOON, MADRAS, and DUTCH EAST INDIES.

For Freight or Passage apply to—  
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GENERAL MANAGERS  
Telephone No. 516.

**GLEN AND SHIRE**  
Joint Service of Steamers.  
**U.K.-STRAITS, CHINA & JAPAN SERVICE.**  
**OUTWARDS.**  
Vessel Due Hongkong  
S.S. "GLENIFFER" ... 14th April.  
S.S. "GLENHYLE" ... 28th April.

**HOMEWARDS.**  
Vessel Leaves Hongkong Discharges  
S.S. "CARNARVONSHIRE" 24th Apr. GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.  
For freight or further particulars please apply to—  
**Jardine, Matheson & Co., Ltd.**  
The Glen Line, Ltd., AGENTS.  
Tel. No. 21 sub. 5 or 22, and 2624.

**KAWASAKI KISEN KAISHA**  
(KAWASAKI STEAMSHIP CO.)  
CAPITAL PAID-UP . . . . . ¥20,000,000  
President: Mr. T. KAWASAKI.  
Vice-President: Mr. H. MATSUOKA.  
Managing Director: Mr. MATSUDA ARA.  
The Company has on hand a large number of  
**NEW CARGO STEAMERS**  
ALWAYS READY FOR  
CHARTERS of all descriptions.  
The following are comprised in the Company's Fleet—  
Eleven steamers of 9,100 tons each deadweight.  
And under the Company's management—  
Twenty steamers of about 9,100 tons deadweight each.  
Two steamers of about 6,400 tons deadweight each.  
(Belonging to the Kawasaki Dockyard Co., Ltd.)  
For Charter Rates and all other particulars apply to the  
**KAWASAKI KISEN KAISHA**  
No. 3, Bunko, Kobe.

Cable Address  
Kawakisen, Kobe.  
Bentley's A.R.O. 5th Ed.  
and Scott's Codes.

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## SHIPPING NEWS

## ARRIVALS.

April 4th.  
*Indo*, French str., 380 tons, Capt. Nicolai, from Pakhoi, with a general cargo.—Hank Fat.  
*Wai*, Chinese str., 245 tons, Capt. Chan Kuan Shing, from K. C. Wan, with a general cargo.—Po Sang.  
 April 5th.  
*Dunera*, British str., 3,420 tons, Capt. Walker, from Bombay, via Ports, with a general cargo.—P. & O.  
*Hailong*, British str., 1,107 tons, Capt. W. Cooper, from Swatow, with a general cargo.—D. S. S. Co.  
*Kwai Wah*, Chinese str., 402 tons, Capt. Kwok Kai, from Hoihow, with a general cargo.—Wai Hing.  
*Providence*, Norwegian str., 693 tons, Capt. Hansen, from Newchwang, with a general cargo.—Kersten Larsen.  
*Sinjerapul*, Russian str., 1,493 tons, Capt. Steinberg, from Haiphong, with a general cargo.—Russian Volunteer Fleet.  
*Soshi Maru*, Japanese str., 1,006 tons, Capt. K. Fukue, from Canton, with a general cargo.—O.S.K.  
*Susung*, British str., 1,776 tons, Capt. A. Fraser, from Saigon, with a general cargo.—W. O. Fat Shing.  
*Sunmya*, British str., 1,370 tons, Capt. H. A. Wavell, from Shanghai and Amoy, with a general cargo.—B. & S.  
*Takatori Maru*, Japanese str., 1,285 tons, Capt. Kimura, from Keelung, with a general cargo.—M.H.K.  
*Tijpanas*, Dutch str., 2,444 tons, Capt. Schottenberg, from Swatow, with a general cargo.—J.C.J.L.  
*Totori Maru*, Japanese str., 2,488 tons, Capt. Naganuma, from Moji, with a general cargo.—N.Y.K.  
*Tung Shing*, British str., 1,173 tons, Capt. R. W. Bateman, from Shanghai, via Swatow, with a general cargo.—J.M. & Co.

## CLEARANCES.

April 5th.  
*Antiochus*, for Nagasaki.  
*Chakong*, for Singapore.  
*Doromont*, for Haiphong.  
*Dunera*, for Shanghai.  
*Kailang*, for Pakhoi.  
*Kueichow*, for Shanghai.  
*Kueichow*, for Shanghai.  
*Nile*, for Singapore.  
*Ningchow*, for Singapore.  
*Lokung*, for Hoihow.  
*Prometheus*, for Saigon.  
*Providence*, for Canton.  
*Shanghai*, for K. C. Wan.  
*Sunmya*, for Canton.  
*Sunmya Maru*, for Tamsui.  
*Totori Maru*, for Singapore.  
*Tungshing*, for Canton.  
*Tyndarus*, for Kobe.

## PASSENGERS.

Per *S.S. Hailong*, on April 5th:—Mr. and Mrs. Moorhead, Miss Moorhead, Dr. Fanning, Mr. C. E. Harrison, Mr. N. E. Vitally, Mr. Ashford.  
 Per *S.S. Dunera*, on April 5th:—From Bombay, Mr. and Mrs. Tata, Mr. K. Dean, Mr. J. Cochrane, Mr. N. B. Flutkin, Mr. and Mrs. Loudon, Pte. Thomas, and Pte. Cooper. From Colombo, Sister Fugge, Dr. Archer, Brown, Mr. C. J. Horton, Mr. N. J. Cook, Mr. Wright, Mr. Hopcraft, Mr. Turling, Mr. Louthier, Mr. Kitching, Mr. Richards, Mr. Kemp, Mr. and Mrs. Gould, Browne, Mr. N. Pock, Major and Mrs. Wright, Mr. J. C. Hampson, Mr. and Mrs. Schingler. From Singapore, Mr. and Mrs. Grant-Smith, From Haiphong, Mr. and Mrs. Braddon.

## VESSELS EXPECTED.

*Agnes* (Blue Funnel), due April 17th.  
*Asi Maru* (N.Y.K.), from Sydney, due April 11th.  
*Atsuta Maru* (N.Y.K.), due April 27th.  
*Dea Maru* (N.Y.K.), from Liverpool, due April 24th.  
*Bowen Castle* (Barber line), Dodwell & Co., agents, from New York, due May 15th.  
*Crosskey* (Admiral line), from Seattle, Wash., due about April 8th.  
*Euragades* (Blue Funnel), due April 30th.  
*Hector* (Blue Funnel), due May 4th.  
*Iyo Maru* (N.Y.K. European), from London, due April 14th.  
*Kamakura Maru* (N.Y.K.), from Liverpool, due April 10th.  
*Machoon* (Blue Funnel), due May 6th.  
*Shingo Maru* (T.K.K.), due April 10th.  
*Telemachus* (Blue Funnel line), due April 11th.  
*Trishima Maru* (N.Y.K.), from Bombay, due April 14th.  
*Yamagata Maru* (N.Y.K.), from Calcutta, due April 15th.  
*Yeterofu Maru* (N.Y.K.), from Calcutta, due April 14th.

## THOS. COOK &amp; SON.

TOURIST, STRAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

## OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT

We beg to notify our Patrons that we have recently extended our Shipping and Forwarding Department and are now in a position to deal with the largest shipments to all parts of the world, and would point out the unique advantages we have for shipments handled by us, being a world organization with Offices at practically all principal Ports and Towns, all of which are capable of dealing with consignments large or small.

Telegraphic address "COUPON."

Telephone No. 524.

THOS. COOK &amp; SON.

Hongkong Hotel Buildings, corner of Pedder Street and Des Voeux Road, HONGKONG.

Also SHANGHAI, Peking, YOKOHAMA, MANILA.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

## CHINA-AUSTRALIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA &amp; BANGKOK.

"HWAH-PING" April 9th

"VICTORIA" April 29th

For Freight and Passage apply to—

THE CHINA &amp; AUSTRALIA S.S. CO. LTD.

Agents, 115, Des Voeux Road Central.

## SHIPPING MOVEMENTS.

The *S.S. Demodocus* (Blue Funnel line) left Suva on March 31st for Hongkong.  
 The *B.M.S. Empress of Asia* arrived at Nagasaki on April 5th, left there the same evening, and is due at Kobe on April 7th at 6 a.m.

## WEATHER REPORT.

April 5th at 11.24—Pressure has increased considerably at Weihaiwei. Changes since yesterday are slight at other reporting stations.

An anti cyclone has formed over S.E. Mongolia.

Moderate monsoon may be expected along the south-east coast of China, and over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 5.74 inches against an average of 6.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST.  
 Hongkong to Gap Rock (N.E. winds, moderate; fair).  
 Firmosa Channel (N.E. winds, fresh).  
 South coast of China between (The same as Hongkong and Lamook) (No. 1).  
 South coast of China between (The same as Hongkong and Hainan) (No. 1).

## CHINA COAST METEOROLOGICAL REGISTER.

APRIL 6th, 1932.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vladivostok	8 A.	29.92	27	—	NE	2	0
Yokohama	8 A.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokyo	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Osaka	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishigakijima	—	—	—	—	—	—	—
Bonin Island	—	—	—	—	—	—	—
Weihaiwei	8 A.	30.25	28	81	E	2	0
Hankow	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Chungking	—	—	—	—	—	—	—
Changsha	—	—	—	—	—	—	—
Shanghai	—	30.15	50	87	NE	4	b
Gutai	—	30.09	53	88	NE	4	b
Sharp Peak	—	30.09	53	88	NE	4	b
Amoy	8 A.	30.00	55	84	N	2	0
Swatow	—	—	—	—	—	—	—
Lahoku	—	30.08	53	94	—	0	b
Taiwan	—	30.04	54	—	—	0	b
Tainan	—	30.01	55	—	—	0	b
Koshan	—	30.01	55	—	—	0	b
Pescadore	—	30.06	56	—	—	0	b
Canton	—	30.01	55	89	—	0	b
Hongkong	—	30.00	55	87	E	4	b
Gap Rock	—	—	—	—	—	—	—
Macao	—	29.92	58	88	NE	2	0
Wuchow	8 A.	—	—	—	—	—	—
Hoihow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Yunnan	—	29.95	58	110	E	4	rf
Tourane	—	29.91	72	—	—	0	0
Cape James	—	29.89	73	—	—	0	0
Apurri	8 A.	29.93	73	92	E	2	b
Dagupan	—	—	—	—	—	—	—
Manila	—	29.88	70	84	NE	1	b
Legaspi	—	29.86	73	84	NE	4	0
Thoban	—	29.85	75	93	—	0	0
Iloilo	—	—	—	—	—	—	—
Surigao	—	29.81	75	96	SE	1	0
Guam	—	29.78	—	—	—	—	—
Labuan	8 A.	29.97	80	91	SW	4	0

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, in blue sky, a detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, i. lightning, o. overcast, p. passing showers, q. equal, r. rain, s. snow, t. thunder, v. visibility, w. dew wet.

7. RAIN, in inches, tenths and hundredths.

T. F. CLAXTON, Director.

## C.P.O.S.

## SAILINGS

## HONGKONG to VANCOUVER

via Shanghai, Nagasaki, (Moji), Kobe &amp; Yokohama.

Ship	From	Arriving	Departing
EMPERESS OF RUSSIA	Hongkong	Apr. 7	May 1
EMPERESS OF JAPAN	Hongkong	Apr. 24	May 16
EMPERESS OF ASIA	Hongkong	May 22	June 7
EMPERESS OF RUSSIA	Hongkong	June 14	July 8
EMPERESS OF JAPAN	Hongkong	June 24	July 11
EMPERESS OF ASIA	Hongkong	July 7	July 28
EMPERESS OF RUSSIA	Hongkong	July 21	Aug. 8
EMPERESS OF JAPAN	Hongkong	Aug. 18	Sept. 5
EMPERESS OF ASIA	Hongkong	Aug. 28	Sept. 18
EMPERESS OF RUSSIA	Hongkong	Sept. 20	Oct. 11

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and at the latest, as possible, their departure from the Orient. The conditions on the Atlantic are as congested as on the Pacific. Atlantic sailings can be arranged by letter or cable for all passengers to Europe. Freight sailings from Hongkong to Liverpool, London & Glasgow. Passengers' orders covering all such sailings will be issued here.

For Pass and other information please apply to HONGKONG OFFICE.

Telephone 712 Cable address: CANACANPAO

CANADIAN PACIFIC OCEAN SERVICES, LTD.

## PACIFIC MAIL S.S. CO.

## TRANS-PACIFIC SERVICE

## Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU

## AMERICAN STEAMERS

"VENEZUELA" ... .. Wednesday, April 20th.  
 "GOLDEN STATE" ... .. About Monday, April 25th.

## PANAMA SERVICE

## Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

## SHANGHAI-CALCUTTA SERVICE

## Freight Only

## For SHANGHAI

For CALCUTTA via SINGAPORE, PENANG, AND RANGOON.

S.S. "LAKE GILPIN" ... .. Sailing April 11th.

## MANILA-EAST-INDIA SERVICE

## Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA &amp; COLOMBO.

## Monthly Sailings.

## ROUND THE WORLD SERVICE

## Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Bizerta, Marseilles, Barcelona, the ice Baltimore, Norfolk, Cranford, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

## PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO." Hotel Manions, Hongkong. 88

## STRUTHERS &amp; DIXON, Ltd.

## GREEN STAR LINE.

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

## To NEW YORK &amp; BALTIMORE

To SEATTLE &amp; VANCOUVER (via MANILA)

"West Jessup" ... .. 22nd April

To LOS ANGELES &amp; SAN FRANCISCO (via HONOLULU)

"West Jessup" ... .. 25th April

Also cargo accepted for Transhipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. &amp; Canadian Overland Common Points.

HONGKONG OFFICE:—1st floor, Powell's Building, 19, Des Voeux Rd., Tel. 3008.

[45]

## "CANADIAN INVENTOR"

## Sailing 8th April

to

## VICTORIA, VANCOUVER and SEATTLE,

## via SHANGHAI and JAPAN.

Taking cargo on through Bills of Lading to Overland Points

in Canada and America via the Canadian National Railways.

For Freight apply to—

## BUTTERFIELD &amp; SWIRE.

Agents.

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## LOS ANGELES PACIFIC NAVIGATION COMPANY

## (TRANS-PACIFIC FREIGHT SERVICE)

Operating United States Shipping Board Steamers

## HONGKONG TO LOS ANGELES, CAL., U.S.A.

Due towards ... .. Sailing ... .. About ... ..

S.S. "WEST HIKA" ... .. 8th April ... .. S.S. "WEST HIKA" ... .. 10th April

Through Bills of Lading to all U.S. ports. Shippers' connection with S.S. Lake, Santa Fe and Southern Pacific Railroads.

Telephone 1029.

OEAR, E. HENDERSON

General Agents for South China

Princess's Building, Charter Road.

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE ISLAND SEA, JAPAN &amp; HONOLULU

"THE PACIFIC" OF THE SEA.

STRAMERS	TONS	LEAVE HONGKONG
SHIHO MARU	2,800	April 27th
SHIHO MARU	2,800	May 14th
SHIHO MARU	2,800	May 28th
SHIHO MARU	2,800	June 10th
SHIHO MARU	2,800	June 24th
SHIHO MARU	2,800	July 8th

\* Cargo only. \* Omitting Shanghai.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALAS

GRUE, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE.

Through by TRANS-AMERICA ROUTE to BUENOS AIRES.

STRAMERS	TONS	LEAVE HONGKONG
SHIHO MARU	14,000	May 15th
TOKUYO MARU	15,000	May 19th
RAKUYO MARU	17,500	July 11th

\* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, MANAGER,

King's Building, Tel. Nos. 2574 &amp; 2575

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

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## CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

## FREIGHT AND PASSENGERS

S.S. "NANKING" 15,000 Tons S.S. "NILE" 11,000 Tons S.S. "CHINA" 10,200 Tons

## SAILING FROM

## HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA" May 18th S.S. "NANKING" June 15th S.S. "NILE" April 21st

## SAILING FROM

## HONGKONG for MANILA

S.S. "NANKING" June 4th

## SAILING FROM

## HONGKONG for SINGAPORE

S.S. "CHINA" April 30th S.S. "NILE"

## AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURBRIDGE, FREIGHT &amp; PASSENGER AGENT,

PRINCE'S BUILDING, 100, HONG KONG STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. &amp; AGENT.

No. 1934. No. 2181.

## JAVA-CHINA-JAPAN L.I.N.

## REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STRAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIPANAS	SWATOW	in port	7th Apr.	JAVA</



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to NHIHA, ONLAGDA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agent.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, AMSTERDAM, ROTTERDAM &amp; HAMBURG

S.S. "KIOTO" ... 15th April.

LONDON, AMSTERDAM, ROTTERDAM &amp; HAMBURG

S.S. "KASENGA" ... 30th April.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs. &amp; Co., Canton.

THE BANK LINE, LTD.  
General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "KANDAHAR" ... 8th Apr.  
do do S.S. "CITY OF DUNKIRK" ... 25th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD. HONGKONG  
HONGKONG AND CANTON REISS & CO., CANTON.

## C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SHANGHAI	"SUNNING"	On 7th April, Noon.
SWATOW & SINGAPORE	"HUPER"	On 8th April, 10 A.M.
SHANGHAI & TRINGTAO	"OHEAN"	On 9th April, Noon.
SWATOW & BANGKOK	"LUCHOW"	On 12th April, 10 A.M.
AMOI, SHANGHAI & FUKOW	"SINKIANG"	On 15th April, Noon.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and Staterooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly), and Tientsin (weekly), making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI &amp; FOOCHOW

AND RETURN

(Occupying 8 to 10 Days).

"HAIKONG" ... Capt. A. H. Stewart | FRIDAY, Apr. 8th, at 12 Noon.  
"MAHONG" ... Capt. W. G. Pastore | FRIDAY, Apr. 15th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.

## P. &amp; O. - BRITISH INDIA.

APCAR AND EASTERN &amp;

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORILAN, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

S.S.	Tonnage	From Hongkong (about)	Destination
"DUNERA"	5,414	18th Apr.	Spore, Colombo, & Bombay.
"KHYBER"	9,000	15th Apr.	Marseilles, London & Antwerp
"SORDAN"	7,000	22nd Apr.	do
"DEVANHA"	8,000	27th Apr.	do
"NAGOYA"	7,000	13th May.	Marseilles, London & Antwerp
"PLASSY"	7,348	10th June.	do
"DELTA"	8,000	24th June.	do

## BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,649 | 8th Apr. | Calcutta via Spore, Pango &amp; Rangoon

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

S.S.	Tonnage	From Hongkong	Destination
"EASTERN"	4,000	12th April	Sandakan, Thursday Island
"KANOWNA"	7,000	2nd May	Townsville, Brisbane, Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

S.S.	Tonnage	From Hongkong	Destination
"DUNERA"	5,400	6th Apr. 10 A.M.	Shanghai only.
"NAGOYA"	7,000	11th Apr.	Shanghai & Japan.
"KANOWNA"	7,000	16th Apr.	Japan direct.
"TAKADA"	6,949	14th Apr.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents. Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passages, Freight, Handbooks, etc. apply to

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

## O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"BURMA MARU" ... Monday, 18th April.  
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"MEXICO MARU" (Omitting Mauritius) ... Thursday, 14th April.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"KARADO MARU" ... Thursday, 7th April.

"INDUS MARU" ... Sunday, 10th April.

SAIGON, BANGKOK &amp; SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday, 1st May.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and the Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Dairen—Regular fortnightly passenger service, including an intermediate port in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARABIA MARU" ... Monday, 11th April.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

NEW ORLEANS LINE.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

KEELUNG via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Sunday, 10th April.

TAKAO via SWATOW &amp; AMOI

"SORBU MARU" ... Thursday, 7th April.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building, (30)

Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

"OHANGSHA" ... 25th April ... 20th April.

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Rates for Cargo posted through to all Australia, New Zealand &amp; Tasmania Ports.

For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

## PASSENGER AND FREIGHT SERVICE.

"WENATCHEE" ... For MANILA ... Sailing May 3rd.  
For VICTORIA, B.C. & SEATTLE, WASH.  
(Calling at Shanghai & Japan Ports).

S.S.	From Hongkong	Arrive Seattle
"WENATCHEE"	May 14th	June 3rd
"KEYSTONE STATE"	July 5th	July 26th
"WENATCHEE"	July 25th	Aug. 13th
"KEYSTONE STATE"	Sept. 17th	Oct. 6th

Information regarding rates, accommodation etc., Apply to—

## THE ADMIRAL LINE

Telephones 2477 &amp; 2478. 5th Floor, Hotel Mansions, [662]



Operating the following U.S. Shipping Board Steamers.

## TRANS-PACIFIC FREIGHT SERVICE.

FOR SEATTLE, TACOMA, VICTORIA &amp; VANCOUVER

(Calling Kobe, Yokohama &amp; Seattle)

"CROSSKEYS" ... Freight Only... About April 16th

For PORTLAND DIRECT (Calling at Kobe and Yokohama)

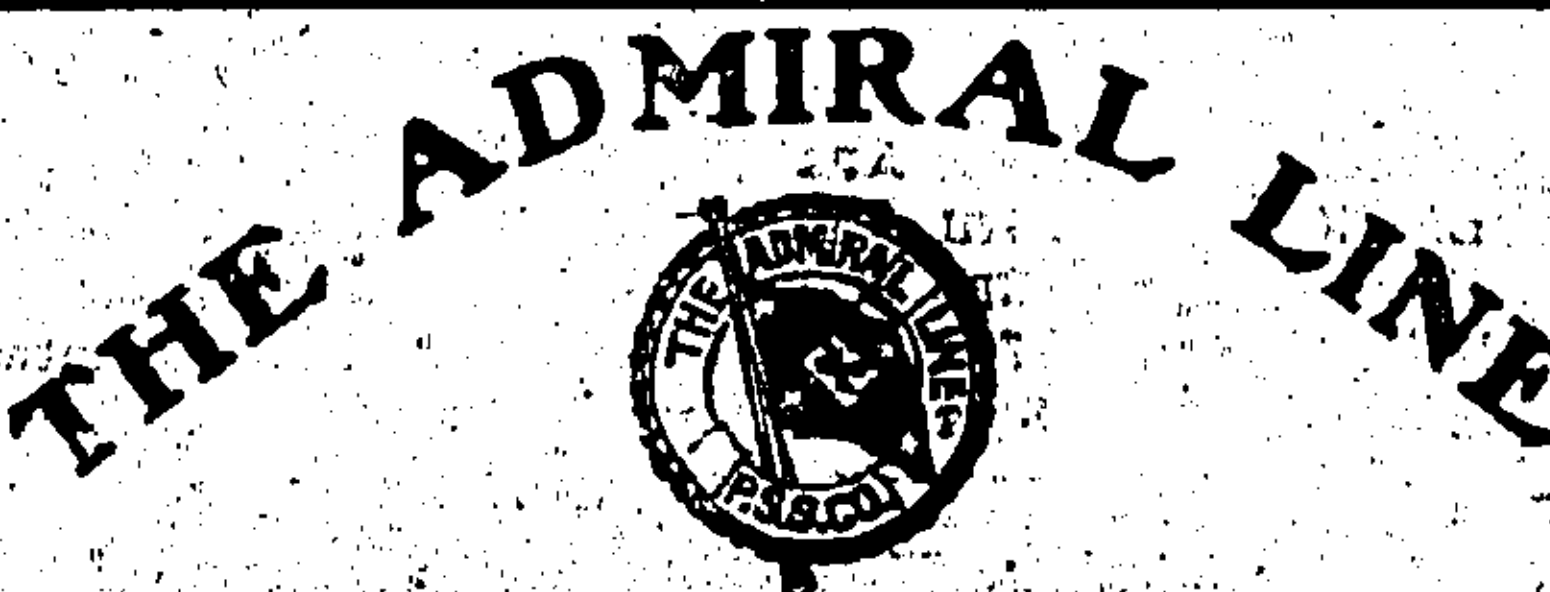
"MONTAGUE" ... Freight only About April 26th

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to—

## THE ADMIRAL LINE.

Telephone 2477 &amp; 2478. Fifth Floor, Hotel Mansions, [71]



## THE PACIFIC STEAMSHIP CO. REGULAR SERVICE

To &amp; From SAIGON-SINGAPORE-SUMATRA JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

CADARETTA For Haiphong, Saigon, Java Ports April 7th.

LAKE FARBAR ... April 20th.

LAKE ONAWA ... May 10th.

Through bills of lading issued to all United States, Pacific Coast, and Overland Points.

For full Particulars and Rates, Apply to—

## THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING, Tel. Add.: ADMIRALINE. Telephone 2477 &amp; 2478.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

WM. H. WEBB, ... April 11th.

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.,

THE ADMIRAL LINE,

TELEPHONE AGENTS 15th Floor

2477 &amp; 2478. HOTEL MANSIONS.

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## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMER &amp; DISPATCH DATE SAILING DATE

SHANGHAI, KORE &amp; YOKOHAMA "AMAZON" ... 11,000 ... On or about 7th April

"ANDRE LEBON" 20,000 ... On or about 27th April.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOUL, SUZ, PORT SAID "CHILI" ... 10,000 ... On or about 19th April.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

H. BODENFUSCH

Agents, 4th Floor, Queen's Building.

Telephone 740



